

~~CONFIDENTIAL~~

25X1A

Attachment

-1-

12 March 1948
No 3/13

U.S.S.R.

People's Commissariat of Maritime Fleet
Danube State Ship Line
"S.D.G.P."FOR SERVICE USETo the Second Mate of the Ship
Comrade _____Personal

IZMAIL

Herein enclosed Order No 126 of the Minister of Maritime Fleet confirming the instructions for local antiaircraft defense aboard ships of the maritime fleet.

In accordance with these Instructions, it is suggested that repeated drills be held with ships' crews aboard ship on the organization of antiaircraft defense, the duties of the ships' crews, the functioning of the antiaircraft defense of a ship under way, and the conduct of the crew when the ship is in port or undergoing repair.

All preparations for local antiaircraft defense should be carried out on the basis of socialist competition, which is a component of the socialist obligations assumed by the crews of ships for the execution of production plans.

Additional details on conducting the military training of ships will follow.

Reports on work accomplished in this connection should be presented by 1 July 1948 to the Military Mobilization Department of the ship line.

Enclosure: Order No 126 of the Minister of Maritime Fleet,
Copy No _____(Vizirov)
Acting Head, Danube Ship Line.[Seal]

For a true copy. Senior Inspector of Local Antiaircraft Defense

[Signature illegible]~~CONFIDENTIAL~~

25XIA

~~CONFIDENTIAL~~

Attachment

-2-

FOR SERVICE USE

Copy No

O R D E R

of Minister of Maritime Fleet

Moscow

No. 126

11 April 1947

Confirming "Instructions on the Local Antiaircraft Defense of Ships of the Maritime Fleet."

I order:

- 1-) Apply the "Instructions on the Local Antiaircraft Defense of Ships of the Ministry of Maritime Fleet" confirmed by me.
- 2-) The temporary instruction on local antiaircraft defense of ships of the Maritime Fleet as given in Order No 12 of the People's Commissariat of Maritime Fleet dated 20 January 1941 is rescinded.

Minister of Maritime Fleet P. Shirshov.

~~CONFIDENTIAL~~~~SECRET~~

~~CONFIDENTIAL~~

Attachment

-3-

Confirmed.
 Signed: P. Shirshov,
 Minister of Maritime Fleet
 11 April 1947.

For service use
 Approved by: General Staff,
 Naval Forces
 30 Nov 1946
 Chief Directorate of Local
 Antiaircraft Defense of
 MVD USSR
 24 March 1947

Instructions on Local Antiaircraft
Defense of Ships of the Ministry of Maritime Fleet

I. General Situation

1. Local antiaircraft defense on ships of the maritime fleet is organized to take the necessary steps to protect ships from attack, with the object of insuring and maintaining:
 - a. The stability of the ship.
 - b. Life and health of crew and passengers.
 - c. Cargo being transported.
2. Preparation of ships for antiaircraft defense is done in conformance with the orders and directives of the heads of the ship lines through the sector of Local Antiaircraft Defense of the War Mobilization Department of the ship line, in accordance with the directives of the Ministry of Maritime Fleet.
3. The political security of all measures concerning antiaircraft defense is carried out by the ships' party organizations.

II. Tasks Pertaining to the Antiaircraft Defense of a Ship

4. The basic tasks in regard to the antiaircraft defense of a ship are:
 - a. preparation of the whole crew for the functions of antiaircraft defense;
 - b. measures to be carried out to secure the endurance of the ship;
 - c. insuring by individual and collective means protection against chemical warfare for the crew, provisions, water, freight, machinery, etc.;
 - d. insuring by collective measures the protection of passengers against chemical warfare;
 - e. organization and execution of blackout measures;
 - f. execution of medical measures and defense against fire;
 - g. preparation and execution of the necessary engineering and technical measures for the protection of both people and the ship.

III. Organization of the Antiaircraft Defense of a Ship

5. The direct command of the execution of the indicated tasks is vested in the ship's captain, who is head of the antiaircraft defense of the ship and carries full responsibility for the preparedness of the ship for antiaircraft defense.
6. In all questions of the organization and preparation of the ship for antiaircraft

~~CONFIDENTIAL~~

CONFIDENTIAL

Attachment

-4-

defense the ship's captain is subordinate to the head of the ship line through the Sector for Local Antiaircraft Defense of the Military Mobilization Department of the ship line.

7. When the ship has put into port (installation) for repairs, the captain executes the directives of the head of the shore organization for local antiaircraft defense.
8. The captain executes all measures in regard to antiaircraft defense aboard ship through the mates, senior engineer, and ship's doctor (if there is a doctor).
9. Special formations are made up from the crew to execute operations in regard to removing the results of attack. These formations have the following duties:
 - a. manning communications posts and observation of the sea and air and of actions of unfriendly air forces when they are attacking the ship;
 - b. making up decontamination divisions and groups, and providing individual decontamination workers, to remove war gases;
 - c. making up medical divisions, stretcher-bearer units, and providing corpsmen to render first aid to victims;
 - d. manning divisions, groups, and guard posts to maintain order during periods of alarm (primarily for passenger ships).

NOTE: The corresponding subdivisions and their make-up are established in accordance with the total number of the ship's crew, as shown in appendices 1, 2, and 3.

10. Independently of the detailing of special observation posts, the deck watch is required to watch the air especially carefully from the moment the alert is sounded, so as to discover unfriendly aircraft and give the alarm in good time.

IV. The Duties of the Ship's Crew

11. The ship's captain has the following duties:
 - a. control of all the special formations for antiaircraft defense and their activity in the event of an attack on the ship by unfriendly aircraft;
 - b. organization of the military training of all of the ship's crew in regard to local antiaircraft defense;
 - c. organization of the antiaircraft defense formations and carrying out drills with them;
 - d. approving the ship's system of alarms and the antiaircraft defense duties of all of the crew;
 - e. making up orders, according to established norms, for supplying the ship with items, goods, and equipment for anti-chemical, fire-prevention, and medical protection and for rescue operations;
 - f. working out and implementing measures concerning blackouts, special communications, and signalling;
 - g. maintaining and safeguarding the special antiaircraft equipment;
 - h. working out measures to prevent the ship from sinking in the case of an accident;

CONFIDENTIAL

[CONFIDENTIAL]**[REDACTED]**
Attachment

-5-

- i. preparation and implementation of the necessary engineering and technical measures in regard to anti-chemical defense;
- j. planning decontamination;
- k. when putting the ship up for plant repair, listing all the engineering and technical measures needed for antiaircraft defense which cannot be executed with the ship's forces and resources;
- l. management of all antiaircraft defense measures of the ship under antiaircraft defense conditions;
- m. making up a plan for financing local antiaircraft defense measures (items b, e, f, and k) and presenting it in the above instance on behalf of the ship.

The captain must take into account that theoretically well prepared measures for keeping the ship from sinking and the presence of the necessary tools and materials to repair damage still do not create the necessary conditions for saving personnel and ship from loss. It is necessary to run regular drills in the many variations of possible damages to the hull of the ship, machinery, equipment, life boats, etc., achieving the well organized operation of all of the crew.

12. The first mate has charge of:
 - a. direction of the military activity of the antiaircraft defense formations of the ship and command of all alert signals;
 - b. direct control of the military training of the ship's personnel in regard to antiaircraft defense;
 - c. making up the ship's battle schedule for alerts, with a brief indication in it of the duties of the personnel in regard to all the specialties of antiaircraft defense; coordination of the schedule with the sector for local antiaircraft defense of the ship line and presenting it to the captain for approval.

NOTE: The ship's battle schedule includes all of the ship's crew and the duties are so distributed that interchangeability and mutual assistance in executing the duties in regard to antiaircraft defense are provided for.

12. The first mate has charge of:
 - d. preparation of measures for blackouts and implementing them on special order from the captain or at the beginning of a critical condition.

13. The chief engineer is charged with:
 - a. direction of accident rescue operations;
 - b. control over the operations of technical communications and signalling facilities;
 - c. maintaining the readiness of fire-fighting and pump facilities and putting them into action.

14. The ship's doctor is charged with:
 - a. working out a general plan for medical measures in regard to the antiaircraft defense of the ship and plans for individuals, indicating the duties of the ship's personnel and their stations upon alerts. The general plan is approved by the captain;
 - b. making an inventory of the available and required resources and the necessary measures for the medical servicing of the ship under antiaircraft defense conditions;

[CONFIDENTIAL]

[CONFIDENTIAL]

Attachment

-6-

- c. organization of all medical measures and supervision of their execution;
- d. insuring that the ship is supplied with the medical supplies and medicines necessary for antiaircraft defense.

NOTE: If the ship's company does not include a doctor, his duties in point (a) are vested in his substitute and in points b, c, and d, in the suitable health departments.

15. In his work in implementing the medical measures of the ship undergoing attack by unfriendly aircraft, the doctor is guided by the rules in force concerning the medical service of the local antiaircraft defense.
16. The mate and ship's engineers or other persons from among the ship's company are named commanders of the various antiaircraft defense formations by the captain. The medical division is headed by the ship's doctor and, if there is no doctor, by a person specially appointed by the captain.
17. The antiaircraft defense formations have the following assignments:
 - A. Observation and communications posts:
 - a. sea and air lookout;
 - b. signalling by visual means of communication;
 - c. radio receiving and sending;
 - d. submarine lookout;
 - e. observation of the actions of enemy aircraft during attack.
 - B. Decontamination formation:
 - a. chemical reconnaissance to determine the character of the war gas and the places of contamination;
 - b. isolation of contaminated places and their decontamination;
 - c. decontamination of instruments, machinery, and other objects.
 - C. Medical formation:
 - a. administering first aid on the spot to victims;
 - b. removal of victims from the scene of battle;
 - c. sanitary and sanitary-chemical treatment of victims and personnel working in sectors where war gases persist;
 - d. inspection of food, water, and clothing which might have been contaminated with war gas.
 - D. Fire-fighting formation:
 - a. investigating and extinguishing fire;
 - b. saving persons, freight, and goods from fire;
 - c. cooperating with the decontamination and accident rescue divisions.
 - E. Accident rescue formation:
 - a. rescue of victims of accidents, fires, and gas attacks;

[CONFIDENTIAL]

~~CONFIDENTIAL~~

Attachment

-7-

- b. clearing and removal of fragments blocking passageways and areas;
- c. repairing damage to the ship;
- d. removing water which has entered the ship

F. Order and security guard

- a. removal of passengers to cover upon the air alert signal;
- b. preventing panic among the passengers;
- c. guarding freight, passengers' effects, machinery, etc.;
- d. maintaining blackout discipline;
- e. organizing the passengers to board the life boats when it is necessary to abandon ship.

V. Preparing the Ship and Crew for Local Antiaircraft Defense

18. Preparing the ship for local antiaircraft defense consists primarily of the following measures:
 - a. military training of the crew;
 - b. medical measures;
 - c. engineering and technical measures;
 - d. providing special equipment for chemical defense.
19. The military training of the crew in regard to antiaircraft defense consists of:
 - a. preparation of the entire crew along the lines of the programs set forth by the Local Antiaircraft Defense Department of the Military Mobilization Department of the Ministry of Maritime Fleet;
 - b. special preparation of the members of the antiaircraft defense formations;
 - c. general training of the crew in regard to shipboard alerts.

All these measures aboard ship are carried out according to a suitable plan and within the time limits established by the head of the ship line.
20. The military training of the ship's crew for antiaircraft defense is carried out as a rule on a year-round basis in accordance with the proper directives of the Local Antiaircraft Defense Department of the Military Mobilization Department of the Ministry of Maritime Fleet.
21. All of the command personnel of the ship must take military training both in the local antiaircraft defense sectors of the ship line and aboard ship under the guidance of the captain.
22. In regard to medical measures, there should be provided equipment for the existing ship's baths and bathtubs and, if necessary, other areas to be used as washing points and sick bays for treating victims of war gas and other wounded.
23. In regard to engineering and technical measures for antiaircraft defense on ships of the fleet, the following measures should be provided for and carried out:

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Attachment

-8-

- a. the ship should be blacked out;
 - b. living quarters, working areas, and other areas for housing off-duty crew members and passengers, and also provisions and machinery, should be hermetically sealed as a protection against war gas;
 - c. fire-fighting equipment should be provided;
 - d. the ship should be equipped with special communications and signalling for warning the crew of danger and for control during enemy attack and when removing the effects of the attack.
24. Blacking out the ship consists of all the measures for achieving a complete darkening of the ship so as to conceal it from the air forces of the enemy and at the same time maintain the ship's ability to navigate and to carry out loading and unloading operations.
25. Blackout measures are as follows:
- a. centralized disconnection of all the ship's lights, and also individual disconnection of groups of lights (signal lights, identification lights, deck illumination, etc.);
 - b. the use of simple shields made by the ship's own resources and funds;
 - c. blacking out of all wide areas of light (ship's radio, chart rooms, saloons, dining rooms) with curtains, special shields, and type SM electric light bulbs, which must be included in the special equipment;
 - d. concealment of all light coming through ports and hatches by tarpaulin covers;
 - e. providing blackout for loading and unloading operations by using portable lamps equipped with SM bulbs installed in hydroscopes (glubokoizuchatel).
26. All the engineering and technical measures (blackout, hermetic sealing of areas, etc.) which cannot be carried out by the ship's own resources are done during ship repair and when the ship is being prepared for navigation, in conformance with the requirements included in the list of defects.
27. In regard to fire-fighting measures, the ship should be equipped in accordance with the "Rules for Fire Fighting Equipment and Supplying Maritime and Roadstead Ships" put out by the Maritime Register USSR.

VI. Local Antiaircraft Defense Actions of a Ship at Sea

The Critical Condition

28. On a ship at sea either in home waters or in the waters of other states, the antiaircraft defense measures are put in military readiness for a critical condition by order of the captain.
29. A critical condition for a ship at sea is proclaimed by directive of the head of the ship line by radio.
30. The whole crew of the ship is informed of the time of the critical condition on the ship by personal or written announcement of the captain, who at the same time gives the order for carrying out preparations and taking measures toward directing the forces and resources for antiaircraft defense of the ship in accordance with the plan worked out by him.

NOTE: The captain is guided by special orders and instructions for the installation and use, on the ship, of antiaircraft defense resources.

~~CONFIDENTIAL~~

CONFIDENTIAL

Attachment

-9-

31. In proclaiming the critical condition on the ship, the captain, in addition to the execution of the general command of the operations and measures in regard to antiaircraft defense, must:
- organize 24-hour watch of the air in order to discover unfriendly aircraft in time; check signalling and communications equipment;
 - issue an order concerning the implementation of all blackout measures at nightfall, in conformance with the instruction of the command of the naval forces;
 - separate all the valuable ship's papers, maps, and navigation instruments for packing in a box, which should be kept with the captain or with a person selected by him;
 - give orders concerning packing food in hermetically sealed areas and concerning the delivery of an emergency supply of food to the crew in the event that the ship must be abandoned;
 - check on the execution of all operations and measures concerning the antiaircraft forces and facilities of the ship.

32. The separate local antiaircraft defense measures are as follows:

A. Chemical defense:

- all of the crew are given gas masks, anti-chemical packages and dressings, and, to those who need it, protective clothing;
- the machinery of the main engine, radio station, and other machinery are covered with a thick layer of lubricant (grease, vaseline, etc.), if this does not hinder the operation of the machinery, and winches, windlasses, hawsers, and lifeboats should be covered with tarpaulins or covers of specially treated fabric to protect them from direct contact with war gases;
- a check is made to guarantee that the special areas and anti-chemical equipment of the ship (washing points, sick bays, store rooms, etc.) are hermetically sealed.

B. Medical Measures:

- a sick bay for wounded (comprising a main sick bay and a spare) is set up;
- washing points are provided with medicines, neutralizers, clothing, and other equipment and are provided for use in giving aid to wounded;
- a check is made of the personnel of the medical formations in regard to their ability to execute their assignments;
- lifeboats are equipped with medicine or first aid bags;
- personnel of the medical formations are given medicine kits and stretchers, and other suitable equipment.

C. Fire-Fighting Measures:

- a check is made of the preparedness for action of fire-fighting equipment, fire pumps, hand extinguishers, etc.; fire hoses are distributed and connected to water outlets;

CONFIDENTIAL

~~CONFIDENTIAL~~

Attachment

-10-

- b. water is run through all water lines; pressure and the condition of all valves and connections are checked;
- c. fire extinguishing apparatus and facilities (carbon dioxide and foam-type) are checked. The foam-type extinguishers are tested by running water through them and the foam-producing agent is tested separately by checking the reaction of water on it.

D. Accident Rescue Measures:

- a. all facilities capable of insuring the ship of safety of navigation are put in readiness; watertight bulkheads and facilities for battening hatches, ports, etc., for battle conditions are checked;
- b. all the rescue facilities of the ship (boats, rafts, life belts, life jackets, ring buoys, etc.) are checked;
- c. emergency provisions are placed aboard the lifeboats and the water casks are filled with fresh water;
- d. davits, booms, and other equipment for lowering the boats into the water are inspected;
- e. collision mats, sails, block and tackle, lumber materials, cement, and other emergency equipment are prepared for use; hogging lines are rigged.

E. Measures for maintaining order and security:

- a. passengers are informed of the procedure for taking cover;
 - b. passengers are informed of the procedure for entering the life-boats if the ship must be abandoned;
 - c. a check is made to insure that blackout regulations are being observed.
33. All of the ship's crew participates in preparing the ship for a critical condition. Operations requiring a considerable number of persons for their execution are carried out when necessary by all hands.
34. The direct supervisors of the operations report periodically to the mate on watch, and the mate on watch reports to the captain concerning the progress of the operations.
35. In preparing all of the measures indicated above, the ship's crew executes its regular duties or rests, always keeping its gas masks at hand.
36. The captain is required to inform the head of the ship line of the completion of the preparation of the ship's forces and facilities for local antiaircraft defense, unless there are specific orders.

The Air Alert Signal (VT-vozdushnaya.trevoga)

37. The air alert signal is given on board a ship at sea by order of the captain or the mate on watch when unfriendly aircraft are discovered.
38. At the air alert signal, all of the ship's crew quickly man their posts, with their gas masks, in conformance with the ship's procedure for alerts and put the material part and facilities of individual defense into full readiness.

~~CONFIDENTIAL~~

[~~CONFIDENTIAL~~]

Attachment

-11-

39. The following measures are carried out at the air alert signal:

- a. the operation of all the air ventilation system is shut off, and openings are battened down;
- b. water is let through the hoses to water down the decks during warm weather, and hold covers, tarpaulins, wooden superstructures, and other objects are wet down in order to protect them from the action of war gases;
- c. crew members whose presence is not needed on deck and passengers take cover;
- d. protective clothing, decontamination materials, instruments, etc., are prepared for action;
- e. fire-fighting and extinguishing facilities are prepared for action;
- f. at night all external illumination is disconnected, and engine room and bunker hatches are blacked out;
- g. water-tight doors, ports, and hatches are battened down.

40. IF THERE IS A DIRECT THREAT OF AN ENEMY ATTACK ON THE SHIP, THE CAPTAIN, WITH THE PURPOSE OF AVOIDING AN ATTACK OR REDUCING ITS PROBABILITY, TAKES EVASIVE ACTION WITH THE SHIP, AVOIDING CONTACT WITH THE AIR OR NAVAL FORCES OF THE ENEMY.

The Gas Alert Signal (KhT - Khimicheskaya trevoga) During Engagements

41. Immediately upon discovering that the enemy is using war gas, the (audible) gas alert signal is given or the order "Gases" ("gazy") is given, and then all of the ship's crew don gas masks and, where required, protective clothing. The watch officer immediately gives the order for investigation and de-contamination of the centers of contamination and for moving the ship to leeward.
42. Members of decontamination, medical, and accident-rescue formations, under the command of a person named by the captain, are given the task of investigating and decontaminating the centers of contamination. These members should establish:
- a. the area and extent of contamination and the type of war gas;
 - b. the presence in the centers of contamination of wounded, who should be given first aid and who should be removed from the contaminated areas;
 - c. what damage has been suffered by the ship.

NOTE: Chemical reconnaissance men and corpsmen should be sent into the centers of contamination first.

43. If it is impossible immediately to begin decontamination of a section of the ship, the section should be roped off and access to it limited to persons detailed to eliminate the contamination.
44. In decontaminating various parts of the ship, equipment, and machinery, a sequence of operations is observed.

The following are decontaminated first of all:

- a. all navigation instruments, steering installations, engine room telegraphy, and signal apparatus, standing in the open;
- b. ladder rails and the most important passageways on the decks;
- c. approaches to liferafts;

[~~CONFIDENTIAL~~]

~~CONFIDENTIAL~~

Attachment

-12-

- d. lifeboats;
- e. all objects necessary for controlling the ship.

The following are then decontaminated:

- a. deck machinery;
- b. mooring installations;
- c. deck freight;
- d. deck superstructures, etc.

NOTE: Decontamination of the open parts of the ship (decks) is done from the windward side.

45. Passengers on the ship can be enlisted to help the ship's crew in executing the following operations in regard to eliminating the results of an attack:
- a. saving freight and goods from fire and water;
 - b. helping launch the lifeboats;
 - c. pumping water from flooded areas;
 - d. evacuating wounded;
 - e. removing fragments blocking passageways;
 - f. auxiliary operations (carrying materials, instruments, etc.)
- in decontamination operations.

46. War gas wounded and decontamination workers are given medical treatment. The clothing of wounded and of decontamination workers and also decontamination equipment are decontaminated. If clothing cannot be decontaminated on board ship, it is isolated temporarily in hermetically sealed boxes until it can be delivered to shore for decontamination.

At the All-Clear Signal (OT-Otboy trevogi):

47. With the disappearance of danger from the air, the all-clear signal is given orally by direction of the captain. At the same time:
- a. if the ship has not been subjected to war gases, the all-clear signal is general for the whole ship and is given in all living and working areas;
 - b. if there are centers of contamination on the ship, they should be roped off until fully decontaminated, and the all-clear signal can be given only when the danger to personnel from the war gases has passed.
48. The captain is required to report to the head of the ship line concerning the results of the attack and its consequences. The procedure for reporting and its form are established by the head of the ship line in conformance with the special directives of the Ministry of Maritime Fleet.
49. Upon putting into port, the captain of a ship suffering damage from war gases is required to request permission to enter the port, giving information as to the character of the damage, its extent, the type of war gas, the condition of the center of contamination, and the quantity of wounded; and must receive from the port directions as to:
- a. where to await inspection;

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Attachment

-13-

- b. where and how to evacuate wounded;
- c. where to unload contaminated freight;
- d. where to complete decontamination of the ship.

VII. Local Antiaircraft Defense Actions of a Ship in Port

1. In a critical condition:

50. The captain of a ship standing in a port (installation) in the USSR executes all directives and orders concerning antiaircraft defense as given by the suitable head of the local antiaircraft defense of the shore object (port, plant).
51. The captain of a ship which has arrived at a port (installation) is required to obtain from the head of the local antiaircraft defense of the port or plant or from his staff directions concerning the procedure for stationing the ship in port under antiaircraft defense conditions.
52. The captain receives notice of the critical condition from the local antiaircraft defense staff personally or by dispatch from a personal messenger. Upon receiving notice the captain is required to alert all the antiaircraft defense forces and facilities of the ship.
53. When stationing a ship in port where there is a critical condition, the sea watches are maintained and the necessary steam pressure is kept in the boilers or the necessary air pressure is kept in the compressor so that the necessary audible signals can be sounded.
54. All operations on the ship (loading, unloading of freight and passengers) are carried on uninterruptedly.
55. With the arrival of darkness, blackout precautions are put into effect.
56. Shore leave for the crew is limited by directive of the captain. When on shore crew members are required to carry gas masks and to be well acquainted with the local rules for conduct during a critical condition.
57. The captain maintains connection personally between the ship and the local antiaircraft defense staff of the port or plant through messengers or by telephone.

2. At the air alert signal:

58. The air alert signal given in the port or plant is repeated by the ship.
59. At the air alert signal, the measures indicated in paragraph 38 above are carried out, and the following measures in addition:
 - a. loading and unloading of passengers is stopped and the ship is made ready to leave the dock;
 - b. any of the ship's crew ashore must return immediately to the ship;
 - c. the ship is prepared for shifting to another berth or for moving to the roadstead.

NOTE: During training, paragraphs a and c are carried out only by special order of the head of the port.

3. In the case of damage:

60. On a ship which has suffered losses (fire, damage), the distress signal is hoisted and basically the same measures indicated for action at sea when the chemical alarm is given are carried out..

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Attachment

-14-

61. The local antiaircraft defense staff of the port or plant is immediately notified by radio, telephone, or messenger of damage to the ship, with a precise indication of what has happened, where (number of the dock), extent and type of damage, whether there are wounded, and their number.
62. If the repair of the damage requires much time, effort, and resources, or if the ship threatens to sink, the captain immediately requests the necessary aid from the local antiaircraft defense staff of the port or plant.
63. The captain of a ship which has not been damaged is obliged on his own initiative or by directive of the head of the local antiaircraft defense of the port or plant to render immediate assistance to other damaged ships.

In this case:

- a. if the damaged ship has become contaminated with war gases, it should be approached if possible from the windward side; if this is impossible, it should be approached in lifeboats.
- b. in approaching the side of a contaminated ship, the personnel are required to wear their gas masks and protective clothing;
- c. rescue of persons should be organized and they should be delivered to aid stations on shore.

64. A ship standing in a channel and receiving damage which threatens to sink it and thus block the channel should be removed to a shoal area or should govern itself by the directives of the port inspection.
65. If a ship is threatened by clouds of war gases from the shore or from a row of standing ships which have been contaminated with war gases, the captain is obliged to take security measures for the crew (give the chemical alert) and ask permission to change the ship's berth or to go out into the roadstead.
66. Fire boats, tugs, and medical cutters having an operational assignment under local antiaircraft defense act on the basis of directives received from the head of the local antiaircraft defense of the port or plant.

4. At the all-clear signal:

67. The all-clear at local antiaircraft defense objects (ports and plants) can be given by audible signals repeated both on shore and by the ships, by radio, or by written or oral order of the head of the objective through the local antiaircraft defense staff of the objective.
68. Ships which have not received any damage return to normal operation at the all-clear signal, and ships having damage proceed to the complete elimination of the damage.

Head of the Military Mobilization Department of the
Ministry of Maritime Fleet Kalashnikov

Head of the Local Antiaircraft Defense Sector of the
Military Mobilization Department of the Ministry
of Maritime Fleet Pisarev

~~CONFIDENTIAL~~

25X1A

CONFIDENTIAL

Attachment

-15-

Appendix No. 1

Standard Tables of Organization and Norms for Outfitting the Local Antiaircraft Defense Teams of Ships of the Ministry of Maritime Fleet.

General directives for using standard antiaircraft staffs on ships of the Ministry of Maritime Fleet.

1. In establishing the staffs in each separate case it is necessary to take into account the following basic factors:

- a. The tables of organization of the antiaircraft defense teams or formations vary as the ship's company according to the following table:

<u>ship's company of</u>	<u>TO No</u>
1. 75 or more	1
2. from 55 to 75	2
3. from 45 to 55	3
4. from 35 to 45	4
5. from 25 to 35	5
6. from 15 to 25	6 /For TO's see appendices 2 and 3/

- b. On ships having a company of less than 15 persons, a special antiaircraft formation is as a rule not made up; however, for the crew the duties of decontamination workers, corpsmen, and accident and rescue workers are provided for.
2. Standard tables of organization are set up on the basis of the minimum number of the crew in each group of ships; for instance, TO No. 1 is calculated on the basis of 75 men, TO No. 2, on the basis of 55 men etc.

Inasmuch as a group of ships with large crews is assigned to a definite standard TO, it is possible to increase the personnel of the antiaircraft teams by introducing various additional duties concerning the necessary specialties for ship antiaircraft defense, depending on the local conditions and in accordance with the directives in the assignments to the standard tables of organization.

3. To determine the size of the antiaircraft defense team of a ship, it is necessary to take into consideration the classification of the ship in addition to the number of the crew.
4. Where according to the specifications of the ship (number of crew, classification) a larger number of men is needed to perform the antiaircraft function than is indicated in the standard tables of organization, the standard calculation for the next larger crew can be used, as for instance, a crew consisting of 32-34 men can use the Table of Organization №. 4 instead of №. 5. When the crew is increased and the ship does not use the next table of organization, several divisions of any one specialty can be set up; for example, there can be two order and security guards, two medical teams, etc.

CONFIDENTIAL
SECRET

25X1A

~~CONFIDENTIAL~~

Attachment

-16-

5. Special formations for maintaining order and security are created as a rule on passenger ships, and those dry cargo and tanker ships which can be assigned Tables of Organization No. 1 and No. 2 can reinforce other formations with the order and security personnel, but can also organize order and security subdivisions if necessary.
6. In using the present standard tables of organization, it is forbidden to change the basic nomenclature of the anti-aircraft defense teams, with the exception that when necessary special subdivisions can be introduced for artillery and machine gun fire.
7. The personnel for sick bays and washing points is made up supplementarily, in accordance with the plan for medical measures for antiaircraft defense of the ship.

Appendix No. 2

Standard Tables of Organization for Ship's Antiaircraft Teams of the Ministry of Maritime Fleet.

1. Name of team and duties	TO No 1 Crew: 75 or more	TO No 2 Crew: 55-75 men
Communications and Observation Division		
1. Commander of the division	1	1
2. Messengers	2	2
3. Look-outs	4	3
Total	7	6
2. Gas Decontamination Division		
1. Commander	1	1
2. Chemical decontamination workers	3	(serve also 2 as bearers)
3. Scouts	2	2
4. Bearers	2	--
Total	8	5
3. Medical Division (posts of washing-point supervisor and washing-point and sick bay workers can be added)		
1. Commander	1	1
2. Commanders of stretcher squads	2	2

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

25X1A

Attachment

-17-

TO No 1 <u>Crew: 75 or more</u>	TO No 2 <u>Crew: 55-75 men</u>
------------------------------------	-----------------------------------

3. Bearer-corpsmen *	6	6
4. Messenger	1	1
Total	10	10

* Posts for medical treatment in the washing point, or, if the ship's company is large enough, additional orderlies in the washing point can be added to the medical division.

4. Accident-Rescue Division

1. Commander	1	1
2. Ordinary seamen	7	6
Total	8	7

5. Division for repair of electro-mechanical equipment

1. Commander	1	1
2. Repair electricians and mechanics	2	2
Total	3	3

6. Fire Fighting Division **

1. Commander	1	1
2. Fire fighters	8	6
Total	9	7

** If the ship's company is sufficiently large, the fire fighting division can be reinforced or the duties of fire-fighters can be assigned to workers of the accident-rescue division.

7. Division for Maintaining Order and Security

1. Commander	1	1
2. Men	10	7
Total	11	8
Overall Total	56	46

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Attachment

-18-

Name of Team and Duties	TO No 3 Crew: <u>45-55 men</u>	TO No 4 Crew: <u>35-45 men</u>	TO No 5 Crew: <u>25-35 men</u>	TO No 6 Crew: <u>15-25 men</u>
-------------------------	--------------------------------------	--------------------------------------	--------------------------------------	--------------------------------------

1. Communications and Observation Division

1. Lookouts	2	2	2	2
2. Messengers	1	1	-	-
Total	3	3	2	2

2. Gas Decontamination Division

1. Commander	1	1	1	-
2. Decontamination workers	3	3	3	2
Total	4	4	4	2

3. Medical Division ***

1. Commander	1	1	1	-
2. Corpsmen	3	3	2	2
Total	4	4	3	2

*** This division can be reinforced by bringing in workers to serve the washing-point and sick bay.

4. Accident-Rescue Division

1. Commander	1	1	1	-
2. Men	6	4	3	-
Total	7	5	4	-

5. Fire Fighting Division

1. Commander	1	1	1	1****
2. Fire Fighters	8	6	4	4
Total	9	7	5	5

**** Fire fighting division is also accident rescue division.

Total in All	27	23	18	11
--------------	----	----	----	----

~~CONFIDENTIAL~~
~~SECRET~~